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*W. S. Hall*

# THE SAMUEL. (23)

BEING A BRIEF HISTORY OF THE "INFERNAL JOB,"

*Exposing a series of Political trickery that has been practised in order to  
Cut off the*

## EGREMONT ROAD,

*by running the new line through an uninhabited swamp, thereby enhancing  
the value of some wild Lands, the property of a few interested individuals;  
and to cut off the village of Errol lest it should rival Port Sarnia.*

.....  
BY GEORGE P. M'KEE, late Editor of the Port Sarnia Spectator.  
.....

### TO THE PUBLIC.

BEING a keen observer of public events, it became our lot to watch some incidents connected with the history of the London and Port Sarnia Road.

In the first place it may not be amiss to state that we are entirely disinterested in the matter, totally independent, yea as free as air, neither courting the favors of one party or dreading the frowns of the other.

But having witnessed so much of the "Infernal Job" system that we could no longer remain in passive silence, we at length resolved to lay the whole of this barefaced, double-dealing transaction before the public.

The only object that we have now in view in exposing this *Job*, is, that the Executive may have their eyes opened and thereby keep a check in future on such flagrant conduct. We have been strictly cautious to keep to sterling truth in every page, and if we have erred in that respect we can assure our readers that it has been unintentional, indeed we don't fear contradiction. In the course of the

work we have been somewhat severe in our castigation of certain actors in this drama, and have used some hard words, but in this respect let an impartial public judge whether or not we are fully justified.

—  
*To His Excellency SIR CHARLES BAGOT,  
Governor General of Canada, &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY—

I trust you will not think that apology is necessary on the occasion of my thus addressing you, I have considered the subject of such vital importance to the country, that I at once resolved to lay it before the public.

My object in so doing (interest I have none) is to show your Excellency the past conduct of some of the members of that body, which you will in a short time call together to assist you in the legislative duties of this Province.

And by calling your Excellency's serious attention to the matter contained in the body of this work, is I think the best means to arrive at that end, by a perusal of its pages, it will be clearly seen that there is much more

of "self and party" interests studied by *some* of the members of that house, than the general good of the country requires.

The history of the Egremont road and the means employed by the honorable Mr. Cameron, M. P. for Lanark, to abandon it and destroy the prospects of the village of Errol, can never, I am sure, meet with your approbation.

Your Excellency, will find in the body of this work that the government have from time to time been deceived, by a series of artful misrepresentations, (vide the many different phrases in the several petitions,) that a gross attempt was made to *swindle* the people of the township of Moore, out of their signatures.

That the officers of the government have been *cajoled*; that the surveyor and commissioners have been led aside by *smooth tongued sophistry*. Your Excellency, will see that the honorable member for Lanark, who resides here, has been for years making this road business his principal Parliamentary study, by a reference to this work where we have copied from the journal of the house, it will be seen that the moment he gets his Bill passed, that moment he sets out for home, and leaves the most important part of the duty of that session unheeded. It may also be clearly seen that the sole object of this gentleman is to enhance the value of his own property, and that of his friends. First, by cutting off the village of Errol, (established by your Excellency's predecessors,) and actually situated on the frontier, lest it should rival his village, and this act we can positively prove to be both injurious to the general interest of the country, and the protection thereof in the event of a war; and by abandoning the Egremont road, he is instrumental in bringing the new line to intersect some wild lands of his own, and some others.

We wish to call Your Excellency's particular attention to the chapter entitled Mr. Councillor Durand's speech, in the Municipal Council dissected, you will there see that that body saw the nature of the "Infernal Job" and their sympathies were at once aroused, and

by a unanimous vote, (with one exception, Mr. Durand,) to *rescind* the late survey of Mr. Cull. Here was a body consisting of 26 members, supposed to be the "collective wisdom" of the Western District, voting against this Job. Is this fact overlooked? does not that speak volumes? In the able reply of Mr. Cooke, member for Plympton, that talented and truly independent British officer, he exposed the matter, and brought the dark deeds to light, he shewed that Mr. Durand, was equally interested with the member for Lanark.

Now I would most earnestly entreat Your Excellency to give this matter your serious consideration. You have the Council of the Western District, with a solitary exception, (and that one of the actors in the drama,) we have petitions against the Job of 1157, and opposed by 87, I am sure with the knowledge I have of the intentions of Her Gracious Majesty's Government, that these acts cannot nor will not be overlooked.

Your Excellency's reply to that petition from the Council is all that we could expect in that point, but when Your Excellency becomes acquainted sufficiently with the subject, we rest assured that you will take some effectual steps to find out the real bearings of the case, in the present case the board of works, I have no doubt, think they have done their duty, let them look to the original survey in the days of Sir J. Colborne, and compare the opinion of Mr. Cull with that, and the difference between the then disinterested survey and the present under the auspices and influence of the member for Lanark.

Before I close I must remind Your Excellency that in this new line to Warwick, according to the official report, there is said to be a saving of 2½ miles in 28, cut out in part through an uninhabited swamp, that will cost the country many thousand pounds; that on the other line or Egremont road, which is thickly settled with an industrious and respectable class of people, and I may truly say loyal. Your Excellency's Hon. Secretary Mr. Harrison, can and will bear testimony to this

remark, it was from this said spot, where he received such strong support at the last Kent election, under the most pressing circumstances. The village to be abandoned, post office removed, &c., and on this said road there is the first 12 miles over the plains, and in sight of the most of the way which requires no or no repairs, thus in this infant state of the Province, we are doomed to see such wanton waste of public money.

With these observations, I will leave the subject in Your Excellency's hands, in firm belief that it will receive your early and serious consideration.

I am, Sir,

Your Excellency's

Most obd't humble serv't.

GEORGE P. M'KEE.

#### CHAPTER I.

*Shewing the object of the first survey of the Egremont Road, ordered by Sir John Colborne.*

From frequent representations made to the government during the administration of Sir John Colborne in relation to the many advantages likely to accrue from a line of public road to connect the town of London with the Western frontier. His Excellency soon became impressed with the necessity of such undertaking, that either in a civil or military point of view it would be of the most essential benefit to the province, consequently he directed that a survey should be made, accompanied with instructions that the line should be run so as to strike the *nearest point* of the western waters. London, as he no doubt foresaw, would eventually become the grand depot for military as well as agricultural purposes, and that a great western thoroughfare connecting that town with the lake, would bring with it high advantages either in war or in peace.

The survey was made accordingly, under the superintendence of the ablest Engineers of the day, the track of the Egremont road was the line chosen, striking the shore of

Lake Huron about 14 miles northwest of Port Sarnia; here these officers, at the risk of their professional reputation, (there was no preponderating influence then at Port Sarnia) thought proper to advise the government that this was the most advantageous route, and here was an admirable site for a town, these officers saw the practicability of building a good harbor, and that at no very distant day this might become the grand outlet for the farming produce of a large and valuable tract of country.

The government acting on the advice of these officers caused a survey to be made of the present town of Errol, it was laid out on an extensive scale, anticipating that the town would soon become a place of some importance, the lots were sold at a high price, some individuals purchased several lots each, and hold their deeds at the present moment.

The Egremont road was soon after thickly settled, the land was purchased at an advanced price, with the full expectation, as a matter of course, that as the whole was a government undertaking that they were safely investing their capital, "what shadows we are and what shadows we pursue," the sequel will show how woefully that confidence was misplaced.

Though we do not directly blame the succeeding government in this case, because we know and we will let the public know that they have been deceived, *wilfully* deceived, by foul misrepresentations, and cajoled by the smooth-tongued sophistry of interested individuals, which has had a tendency to throw the Executive off their guard, wherein they have now to share the obloquy of a much injured and justly indignant people, and it is a serious matter for a government to break its faith with the people, it opens the sluices of public opinion, and invites in its turn popular retaliation.

Had such acts as this, and some which we will touch on hereafter, taken place in some of the disaffected parts of the province, we would have been of the first to say that they had ample reason to complain loudly, but a



more loyal or industrious portion of Her Majesty's subjects does not exist in any part of her vast dominions than these very people who have been so shamefully treated, literally robbed of their vested rights, and their privileges trampled on without a murmur,

"Left inemulous of fame or wealth,  
Profuse of toil and prodigal of health."

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CHAPTER II.

"To kill one man is murder,  
To kill thousands a hero."

*By a parity of reasoning it may be said that robbing one man is felony, to rob hundreds a great statesman.*

In the course of this chapter we will endeavor to point out some incidents that will verify the words of the above motto, and thereby establish our case, as the lawyers say. In the foregoing chapter we said that we did not *directly* blame the government in this business, we must endeavor to shew that there is somebody to blame, and who that somebody is.

"Ho doth bestride this narrow world like a Colossus, and we petty men walk under his huge legs and peep about to find ourselves dishonorable graves."—*Shakspeare.*

A year or two elapsed from the time of the survey of the Egremont Road, and the village of Errol, when this line of road and the village began to shew symptoms of increasing, the town lots were bought up and lots along the road were settling fast, and large improvements were being made in the village. Two large "*taverns*" were built, with *extensive stabling*, (neither of which can afford to take out a *license* this year;) a "*Mill*" gone with the hopes of a road; a "*Schoolhouse*," struggling on in hopes of support; a "*Blacksmith shop*," the shop remains, but the proprietor is gone in search of employment to some more fortunate settlement; a "*Post Office*," an advantage enjoyed for four years, but now threatened to be *removed*; a "*Store*" almost abandoned; several industrious mechanics have left, having had all their prospects blighted; the residence of two *Magis-*

*trates*, at first there were *three*, one has already left, and he would soon be followed by the other two if they could sell their property. Many valuable settlers have left the neighborhood in despair, and this is the picture of a settlement commenced under government auspices.

The people's hopes were buoyed up to the highest pitch, naturally expecting that they would ere long realize the promises held out to them by the government in the improvement of the road and the village, with which all their future agricultural interests were blended.

But mark the sequel, another little village (not a government one) springs up on the St. Clair, in which the Hon. member for Lanark had some interest, and this Hon. gentleman fearing that Errol should outstrip his bantling city, he commences his career, not by waging an honorable war, but by a series of low cunning, artful and delusive cajoling, he takes advantage of his situation, and the whole bent of his parliamentary influence is brought to bear in one grand focus, like a battering-ram. To effect this object, stratagem and trickery have been resorted to, and we may truly add, wilful misrepresentation, which would in effect rob the people of Plympton and thereby enhance the value of his own property at Port Sarnia.

Yes, Mr. Cameron saw clearly, and with some degree of dread, that if some bold attempt was not made to stop the progress of Errol *forever*, that it must ultimately become the great mart for all the farming produce of the townships of Lobo, Carradoc, Adelaide, Warwick, Plympton, and a part of Bosanquet, as being 14 miles nearer than Port Sarnia. It is not to be wondered at that a mind stored with mercenary and sordid desires, should feel alarmed at what might be called a formidable rival.

"Let us prefer the interests of our country to that of our party." No, no, that's not his doctrine. The first *sortie* he makes by framing a petition, "signed by 54 individuals having in most cases a community of inter-



ests," praying for a road, &c. [See Journal of the House, page 226, Feb. 2nd, 1838.]

"Mr. Cameron, seconded by Mr. Bockus, moves that the petition of R. E. Vidal and 53 others be read forthwith, and that the 41st rule of the House be dispensed with so far as relates to the same, which was carried, and the petition of, &c., &c., praying for a loan of £12,000 to *Macadamize* a certain road in said county was carried."

Our readers will please observe the word *Macadamize*, and see how it applies with the subsequent petitions, which this gentleman presents to the House.

The following season he gets up another petition praying for a road, &c., at this time there was some expectation of a road from London terminating in the township of Moore, on the St. Clair, Cameron's wits are again at work, and he in his mind's eye has the battle won. His lordship posts off to Moore with his artfully worded petition under his arm, and presents it there for signatures, *poor ignorant devils*, says he, they will sign anything that has a road for its object, and 'tis true and pity 'tis true, he did actually obtain some 70 or 80 signatures. This artfully worded document a superficial observer would not be able to detect the delusion, they who signed fancied that it was praying for a road to Moore, when the true intent and meaning was for a road to Port Sarnia.

Nor was it till the keen eye of Mr. Sutherland detected the trick, which prevented us from being caught in the trap ourselves. The bubble was burst, and he had to return home quite crest fallen.

Mr. Talfourd, a magistrate of the Western District, with many others felt highly indignant at this conduct by an M. P. P., resolved to withdraw their names from this precious document; but will it be believed! that when Mr. Talfourd went to withdraw his signature, thus surreptitiously obtained, he found them attached to the one of the "*sympathetic State*

of Michigan," these words led to the discovery of as base a plot as ever entered the mind of a "bold bad man."

The delusion was this that Cameron wished to swell his number of signatures by getting those of the people of Moore, and he was merely endeavoring to make tools of them, that sheet containing their signatures was positively found attached to the petition praying for a road to Port Sarnia. What became of the bastard one, Mr. C. alone can tell, it never saw the light after. When he was detected in this dirty trick and obliged to return the signatures so dishonestly obtained, was there a blush on his cheek? No; he perseveres with the greatest effrontery. "I am Sir Oracle, and when I ope my mouth let no dog bark."

We find in his vocabulary of phrases in his petitions about this road, "*Macadamizing*" said road, "*repairing*," "*cutting out*," &c., let our readers mark the delusion, these words were used as he thought best to gull the house, there is a difference between "*repairing*" and "*cutting out a road*." Such language in a petition and such application is gross delusion, but the object must be obtained, and this was his only way to obtain it.

Let any honest opinion be given on a retrospective glance at the whole affair in relation to this road, would not that opinion be, that it was virtually swindling, yea, political swindling, and that for self aggrandizement alone.

Mountebank politicians, "*whose passions and whose plots have broke their sleep*," and who are neither guided by honor nor honesty, but whose actions are alone governed by mercenary motives are a scourge to their constituents, and their common country, only equalled by a pestilence.

"Mine were the very cipher of a function, To find the fault and let the actors go."

## CHAPTER III.

*Survey of the new line of road, grant of £1000.*

"Make a fortune, *honestly*, if you can."

In this chapter we will endeavor to survey the Surveyor, we find that an appropriation of £1000 was made last year for the repairs and improvements of the London and Port Sarnia road, and Mr. Civil Engineer Cull is selected for that purpose. We have been told by the "London Inquirer" that Mr. Cull and his assistants were the most disinterested men alive.

It can scarcely be doubted that these gentlemen were at first quite disinterested, but can any person for a moment suppose that Malcolm would allow such a favorable moment to pass without interesting himself, after years of indefatigable labor and scheming, it would be very natural to suppose that he would at least politely tender his advice, and gratuitously too. It is somewhat of a curious coincidence that when Mr. Cull came to commence his labors of surveying the new line of road that the honorable member for Lanark was his travelling companion from Toronto!! When the hon. Mr. Killaly came to *inspect and confirm*, he was also accompanied by the member for Lanark and Capt. Vidal!!!

This may have been chance, they met accidentally on the road *perhaps*; but when Mr. Cull called on some gentlemen in the neighborhood of Errol, or in other words the "deserted village," for some local information, he was then of opinion that the Egremont road was the best line for the new survey, but it so happened that he had occasion to return to Port Sarnia, and from some miraculous cause, perhaps the atmosphere, (for the winds are very changeable in that region,) he changes his opinion and decides on the *swamp* line.

We do not wish to throw out allusions without giving our readers some grounds for an inference, we now contend that if Mr. Cull had had, (to use common parlance,) a mind of his own, neither change of air, nor

any other cause, tampering or otherwise, would have operated on him so suddenly, indeed the impression was very sudden, but men are only mortal, and are fond of *change*. If Mr. Cull when he was at Errol had "asked himself a question," viz: where is there another situation equal to this, here is a most eligible site for a town, here a good harbor can be constructed at comparatively trifling expense, (such is the opinion of a celebrated Engineer that has been there since, his remarks were that the money which was expended on the swamp road last season would have made a good harbor at Errol and made the Egremont road in good condition) listen to this opinion Mr. Cull, listen to it Mr. Killaly, we can give the Engineer's name.—Here would be the grand outlet for all the superabundant farming produce of four or five townships; yes, this spot would be their market for exports and imports—14 miles nearer to London than Port Sarnia is. Yes, Mr. Cull, if you had not experienced the *change* at Port Sarnia, or if merely confined yourself to practical observations on the geographical situation of the country, whether in a military or commercial point of view, these would have been your conclusions.

But to "cap the climax" he proceeds to head quarters and frames his official report, wherein he sets up his opinion (observe Mr. Cull calls himself a Civil Engineer) in direct opposition to the Engineers whom Sir John Colborne had selected for military purposes, in his report he says "even for military purposes the other line is the best!" What presumption!

We would exceedingly like to hear the *learned* surveyor's explanation on this head, we are ever open to instruction, and particularly in military affairs. That the swamp line would be the best, if we were to adopt the advice of John, the French peasant, to Napoleon in the play of the Battle of Waterloo, when he points out a road to the Emperor and his army, "protected on both sides by high banks all the way." If the General in command here would *only* look for the safety

of his army, Cull's recommendation would unquestionably be the best, for on that track the enemy would never be able to find them.

A very slight knowledge of military tactics would shew that a road along, and in most places, in sight of the lake, would be the best; such is the road over the plains. On the other line, an army on route from London to repel invasion, might march on peaceably, unobserved and unobserving, till they arrived at Port Sarnia; whilst on their arrival there, the enemy might have landed their forces at Errol, and be one third of their way to London, or, if so directed, could have the advantage of surprising our troops in their rear at Port Sarnia. So much for Mr. Cull's military skill, and his wiseacre contemporary. But what doth all this avail? surprising our army, capturing our navy, squandering a few thousand pounds, is nothing, Cameron has gained his object, he has, so far, got the village of Errol cut off, and the Egremont road abandoned.

The public have gained two and a-half miles in twenty-eight, and that saving will cost them in all probability £7000 or £8000 more than the old route. £1000 has already been squandered on it, we may fairly say, *wantonly wasted*, in cutting out a track last year, which in many places they do not follow this. What wiseacres indeed! and upwards of an hundred families of the most industrious habits have thus been publicly robbed of the advantages of the road in which all their joint interests were concentrated.

And the member for Lanark and a few others have succeeded in getting the new line to run through some blocks of wild land of which they were the owners, that otherwise would not have sold till dooms-day. This is one way of following out the advice of the late Lord Sydenham, viz., "that the wants and wishes of the people should, as far as practicable, be complied with."

Before closing this chapter, we must ask Mr. Cull one question, Did he ever travel the Egremont road? We will answer for

him—No.\* If we are rightly informed, he never travelled this road in his official capacity, but collected his information at Port Sarnia, and struck off the intended route from the map, which of course was the easiest, indeed, it would have been worse than folly to have travelled an old deserted road which had already been *vetoed* and condemned by the lord of the Manor; yet Cull pockets his share of the £250 with as much *sang froid* as if he had done his work faithfully, and made a conscientious report, and we are free to confess that we are of a well grounded opinion that he has done *neither*. How Mr. Cull could have regulated his conscience to make such a report, is a problem which would require the *learned* surveyor himself to solve.

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#### CHAPTER IV.

##### *Cameron's Parliamentary Career, &c.*

"England can never be ruined but by a Parliament."—Lord Burleigh.

In this chapter we will endeavor to lay before the public a few extracts explanatory of the parliamentary career of the honorable member for Lanark, in relation to matters connected with this road *Job*, and his disinterestedness therein. The language of Lord Burleigh, quoted in our motto, in applying to Canada, if the parliament don't ruin the country, the individual members whose sole aim is self and party, can, in a great measure, if not ruin the country, materially injure it and retard its improvements.

In the journals of the house for 1838, page 306, we find the following minute:

"Pursuant to the order of the day, the 'house was again put into committee of the 'whole on the bill granting a sum of money

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\* NOTE.—If we are correctly informed, neither Cull nor Killaly ever travelled that part of the Egremont road in their official capacity.

Since writing the above, it has been admitted by Mr. Cameron, that Mr. Cull did not travel the Egremont road.



“to improve the road leading from Sarnia to Warwick!”

In page 308 of the same valuable book, we find the following further proof of deception:

“Pursuant to the order of the day, the bill to improve the Sarnia and Warwick road, was read the third time; on the question for passing the bill, the yeas and nays were taken, as follows: yeas 26, nays 7.”

Thus it appears that there were 7 members of the house who like Mr. Sutherland “smelt a rat,” but there were 26 who either were deceived or deceived themselves, as legislators, when the country depends on them; there can be no distinction, Mr. Harrison says, “the member who errs from ignorance is as little excusable as the one who errs from bad motives.” Vide last Kent election.

On the petition of R. E. Vidal and fifty-three others, a bill was actually passed granting £12,000, but was thrown out by the Legislative Council. Mr. Cameron knew there would be strong opposition at the next meeting of the house, therefore the greater necessity for exertion, which produced a petition with 70 or 80 signatures; this was the “sympathetic” one. The first named petition was kept close for obvious reasons; the second was, as before remarked, sent to London, and carried to Moore. Its fate has been already described.

To meet this petition of 70 or 80, there were forwarded one from Adelaide, Warwick, Plympton and Sarnia, signed by, (I believe) 480; from Chatham and its neighborhood, one signed by upwards of 600. (See journals of the house for 1839.) Add to this a petition presented by Mr. McCrae, the then member for Kent, from 77 people of Warwick in 1838; thus we have 80 and an M. P. P. against 1157, and it would seem that the 80 were taken as the expressed wish of the people. When a showman was exhibiting a view of the battle of Waterloo, saying “there goes the Duke of Wellington on his white horse, and there is Napoleon ordering the guards to charge,” a child asked which

is the Duke of Wellington, the man replied, “which you please my little dear.” We may ask, which looks most like the people, the 1157 or the 80? But perhaps the M. P. P. made up the difference.

We have said the journal of the house is a valuable book, it is so in our hands and we intend to quote largely from it for the information of those who are not so fortunate as to be able to examine for themselves.

It appears, then, that the bill passed by a majority of 19. Our book next says: “Mr. Cameron, seconded by Mr. Bockus, moves that the bill be entitled ‘An Act to authorize the construction of a turnpike road in the county of Kent.’” Now gentle reader observe, this bill while passing through the different stages of trial, we have “*Macadamizing* a certain road”; in page 277 we see a sum of money to *turnpike* a certain road. We have twice before seen the words to *improve*, &c., but when the child was born it had to be baptized and become a new thing altogether; all right and proper, for it was born in sin.

Let our readers mark the obvious difference of meaning between the above phrases, here we have the words “constructing,” &c., “improving,” &c., “turnpiking, &c. He that runs may read, and judge by what name to call this transaction. We have already seen it designated in print “an Infernal Job,” and we think we have, so far proved it to be so; but we are not done with our text book yet, and though at the risk of being a little tedious, we will continue our search, and warrant the last to be the best.

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The following letter was forwarded to Mr. Cameron by the author.

PORT SARINIA, April 5, 1842.

SIR—I think it proper to inform you that I have espoused the cause of those much injured people of Errol and the Egremont Road; and that I am now preparing a work, which will shortly be published, exposing the whole of that Job in which you are somewhat concerned.

I am, sir, your obedient servant,

GEO. P. M'KEE.

M. CAMERON, Esq., M. P. P.

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PUBLISHED weekly at Port Sarnia, and sold in most towns in the Province. Price 3d.



# THE SAMUEL.

No. 2.

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BEING A BRIEF HISTORY OF THE "INFERNAL JOB,"

*Exposing a series of Political trickery that has been practised in order to cut off the*

## EGREMONT ROAD,

*by running the new line through an uninhabited swamp, thereby enhancing the value of some wild Lands, the property of a few interested individuals; and to cut off the village of Errol lest it should rival Port Sarnia.*

.....  
BY GEORGE P. M'KEE, *late Editor of the Port Sarnia Spectator.*  
.....

### CHAPTER V.

*Mr. Councillor Durand's Speech in the Municipal Council analyzed.*

Mr. George Durand, Councillor for Sarnia, in reply to the motion of Capt. Inglis, (Warwick,) for rescinding the report of Surveyor Cull, on the Egremont road, he, Mr. D. said, that as one of the commissioners on that occasion, he advised the present route as far as Warwick, in the first place because that he considered it the most direct to London, and secondly that it was better as being more central; this line, said Mr. D., will run nearly through the middle of the township, thereby opening up a large tract of country for settlement. This was excellent logic, Mr. Durand, excellent for those who live at Kingston or Toronto, but not quite so feasible to those who knew the locality of this part of the country.

Opening up a new part of the country for settlement forsooth, and *shutting up* an old long settled part of the country, listen to this

logic, ye "Board of Works," listen Mr. Sec'y Harrison.

Mr. Durand's speech went on well and apparently disinterested, until it was replied to by Commodore Crooke, (member for Plympton) who in a most energetic and masterly speech, dissected the matter, he left him no hiding place; he shewed in the most conclusive style that "self and party" was the leading features in the case; he, Mr. Crooke, denounced it emphatically a "most infernal Job," he went on to say, their boasted saving of two miles in 28 had done incalculable injury to the country, the money so expended was wilfully wasted, £1000 had already been thrown away, and that if £3000 more were to be laid out on it that it must remain impassable; that even now the mail could not travel it on horseback.

That the inhabitants of the old line of road were literally robbed of their vested rights, the village was to be abandoned and the people's interests shamefully blighted that in

this black transaction the government had broken faith with those people; this was the way to foment disaffection and rebellion, and one great cause of driving many industrious and valuable settlers to seek that protection in the United States which had been denied them here, by those from whom they should expect better things.

And what had been gained by all this sacrifice? That Cameron, Durand and Vidal had got the road to run through their land, thereby enhancing its value at the expense of a large number of our industrious people.

Had that £1000 (said Mr. Crooke,) been spent on the old line we should at this moment have had a good road from Warwick, 12 miles of which required scarcely any repairs; that in a military view it was much superior, commanding the lake shore the greater part of the way.

This speech of the Commodore had its due weight with the Council, a committee was appointed to examine witnesses, &c., wherein much more was elicited. The evidence of Mr. McKee, went on to corroborate the above remarks, and to explain the situation of Errol in regard to the intended line of road which the Canada Company have in contemplation to finish this present year, leading from Goderich and intersecting the Egremont road near the village of Errol; the effect of such road would be lost by deserting the Egremont road.

When the committee presented their report, a strongly worded petition was framed praying that the report of Mr. S. Cull be rescinded.

The sense of the house being taken it was carried, with but one dissenting vote, *Mr. Durand*. Had that gentleman any other views, we would ask in opposing this popular measure, than that of doing his duty to his constituents and to his common country according to his oath,—let the unprejudiced public reply—yea, Mr. Durand, this solitary

vote will be long remembered, this vote speaks volumes,

“Hear him ye Senates! hear this truth sublime,  
He who allows oppression shares the crime.”

This solitary vote of Mr. Durand will explain more to the public than anything that has yet transpired, it goes far to defeat the object for which it was intended; let the Board of Works digest it; let Mr. Sec’y Harrison analyze it. How far has the public opinion been consulted here? is this the way to follow in the wake of his late master’s dictates? “the wants and wishes of the people” was a secondary consideration.

Let our own member, Joseph Woods, look to it, he should consider it one of his first duties to visit this much neglected part of the county of Kent; let him do so, and prepare himself to represent the county, and not leave us to the tender mercies of those who have no earthly purpose in aim than their own personal advantage. We again repeat (and with the best motives) that we have a right to insist on Mr. Woods complying with this request—and let Malcolm attend to his constituents of Lanark; anything that Cameron agitates for this place should be looked on by the House, by the Executive, and by the public, with suspicion. Yea, with a strict scrutinizing eye, interference with this county forms no part of his duty, and consequently he must have some ulterior object in view; indeed the member for Kent should look upon such interference by any member as a species of insult; he should be ever ready to watch over our interests, as the only means to insure the support of the men of Kent the next time he meets them at the hustings.

Indeed we would strongly urge Mr. Woods to take an early opportunity of visiting Errol, at least before he goes to the House, and if he will only give timely notice to the Magistrates they will be ready to convene a meeting for the purpose of giving him all necessary information.

## CHAPTER VI.

*Showing how the Government and the Public are deceived by the public prints.*

Under the head of editorial matter appeared an article in the London Inquirer of a late date, stating that a survey had been made of the London and Port Sarnia road, that the Surveyor and Commissioners were the most disinterested men alive; none of them possessing an inch of property on the whole route, &c.; that they were so far disinterested may possibly be, but let any of these men, or all, lay their hand on their heart and say that they have steered throughout clear of Cameron and his satellites, they would have been possessed of more than extraordinary nerve; men intrusted with such a commission should not listen to the delusive arguments of artful and designing knaves, "who would sell their birth-right for a mess of pottage," and whose study is to find out the weak points, of those whom they mean to dupe.

The article alluded to, goes on to state that the old route to London was 70 miles, but by the new line it is shortened to 58. So far good; a very considerable saving truly. But mark—again it states that the good people of Errol are quite wrothy at losing the road, but by the new line the circuitous route by Errol is cut off. Now, here is more artful scheming (and when the authors of it are obliged to resort to such subterfuge to prop up their rotten fabric, it looks dark); to people at a distance, this article reads as if the 12 miles said to be saved, was positively in that circuitous route by Errol, when in reality there is but 2 or 2½ miles saved, and that at the expense of several thousand pounds; and worse than that, a broken pledge of the government on which we were wont to look as sacred—it will require in all probability a sum not less than £7,000 more to complete this swamp road than the other way by the lake shore; in addition to this, cutting off a densely populated section of respectable and truly loyal subjects, as the poll book at the late election will shew, when every soul

to a man turned out under the most disadvantageous circumstances to support the Hon. Secretary Harrison. Surely this is one strong evidence of true patriotism which should not be forgotten. In a late number of the Spectator, it was predicted that the atmosphere of Kingston was as capable of fostering compacts as Toronto; our prediction appears to be realized in this instance to the letter, and more than that, Port Sarnia, following in the wake of the older cities, is hatching a fresh family compact—God save the mark. The dark ages of misrule and family compacts at Toronto, never perpetrated a *blacker Job* than this. "Let stern-eyed justice pursue them to their dark domains." Cameron is indefatigable in his labors, but must not the man be blind who cannot plainly see that the bent of his whole study—yea, his daily study and his nightly dreams—are all for self and party. Only fancy the member for Lanark, some hundreds of miles distant, laboring so vigorously for the county of Kent. How very patriotic! But "there is nothing without a reason," and if Malcolm had no other reason than to scramble for the sovereigns, it would be a substantial reason. The last appropriation for this road, between Cull and his lordship, was culled with a vengeance—£250 for surveying, and a great share of the remaining £750 was paid in goods out of his store. How disinterested indeed!

On one occasion Mr. Cameron stated publicly that *he did not own any land on the new line of road*, in order to make it appear that he was entirely disinterested as to which way the line should be run. This statement led to some further inquiry, and the late member for Kent, Mr. McCrae, being determined to find out the truth of this bold assertion, applied at the register office for the county for information on the subject, and, will it be believed! he there found that the said lots of land belonged to this gentleman, but that said land had been mortgaged.

Now here is a bold assertion by a member of the honorable House of Assembly in order to make the public believe that he was quite



disinterested in the Job, he states that he is not the owner of any land on the whole line. Now, reader, you shall be the judge of this, whether truth or falsehood. If he had land on the above line, and that land mortgaged, was he not the *bona fide* owner notwithstanding. If that land increased in value during the term of said mortgage, would it not be to his advantage, supposing that it should never be redeemed. What can this be called, is it not paltry subterfuge? is it not even worse than that, is it not direct falsehood? we are of opinion that it comes so near it there is no fun in it. But this we do know, that in that country where honor, honesty and truth are requisites for a public character, more particularly an M. P. P., such an assertion and such a contradiction would seal his fate in society for ever; and highly proper that it should be so.

According to the before mentioned article in the Inquirer, it appears that Mr. Cameron contended for running the line *two lots* more south than what had been previously agreed on. Who will for a moment dispute that? his honest opinion was tendered purely for the public good; but how miraculous, that this identical line should exactly strike the blocks of wild land owned by himself, Mr. Durand and Capt. Vidal. Now this, miraculous as it may to some appear, may have been all chance or good luck—however it was all for the public good. But suppose that this said land laid *three lots* to the south, whether he could not, by some little ingenuity, have persuaded the officers to carry it thither for the public good also? This is a query; but soft words well applied will sometimes go great lengths; of this let the public judge.

We have taken the liberty of giving Mr. Cameron credit for this artful and delusive article; we may be wrong, but it is placed to his account. There is no portion of the history of this long ill-governed province more replete with corruption, sordid, artful scheming than this *Infernal Job* of the road furnishes at every stage in its progress from

the commencement, and it only remains to be seen how much longer the authors of it will be permitted to continue their bold career.

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#### CHAPTER VII.

##### *Recapitulation of this Infernal Job.*

“My offence is rank, it smells to Heaven.”

SHAKESPEARE.

To sum up the whole of the transaction, we contend boldly, that in order to carry this point, Mr. Cameron has wilfully misrepresented the matter, taking advantage of the changes of administration, as well as many of the heads of the several departments, coupled with artful and cunning cajolery, backed by his little parliamentary influence. By these means he has eventually deceived the government, and by thus deceiving the government, has caused that government to break faith with these much injured people.

Nothing can be more plain; if the administration of Sir John Colborne were now in existence, such quackery as this would not have been listened to, nor would it have been attempted.

The only object that we have in giving this *expose*, (for interest we have none) is that the public should be made acquainted with it; and that the government and the Board of Works should see how they have been misled by those of whom they should have expected both honor and honesty, and to put them on their guard in future against a repetition of such flagrant conduct—such misapplication and positive waste of public money—waste it most decidedly is—and privately acknowledged to be so by many of this man's adherents in Port Sarnia; that if the sum which was expended on this track last year had been judiciously applied on the Egremont road, it would now have been a good passable road, and at this moment, and now we we have no road at all. And moreover, we would have had the consolation of having a contented and grateful people, enjoying all the blessings and comforts



they could fairly expect, instead of disaffection and murmuring. We sincerely trust that these remarks will meet the eyes of those who have the power to check such proceedings in future, and if possible to make some reparation for the wrongs that the people in this quarter have sustained—

“The victim, though to-day he’s o’erloaded with sorrow,  
“May soar above those that oppress’d him to-morrow.”

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(TO THE BOARD OF WORKS.)

By the way of at least showing an inclination to afford some reparation, if the Board of Works would only cause an inquiry to be set on foot in respect of the “deserted village of Errol,” they would at once see the practicability of constructing a harbor there. We will not attempt to give them our opinion in that, but it is supposed that for a sum not exceeding £700 or £800 a good substantial harbor can be built. The embankment of sand that would be thrown up by the north westers, would render the work as durable as time, and would be of the most essential benefit to that part of the country, and save many schooners from destruction. We doubt not that they will do so—let us live in hope.

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CHAPTER VIII.

*The Sympathetic Petition.*

In a former Chapter some allusion was made to a petition which we have termed the sympathetic one, in order to distinguish it from the others. In that memorable petition, it was set forth the great advantages that would follow, &c., then comes “to the flourishing and sympathetic State of Michigan.” That State was indeed truly sympathetic at that time, (and we once heard a whisper of a certain great personage whose sympathetic nerve was unusually irritable at that time also, we didn’t believe it tho’;) but to go on

with our story—we admit the sympathy of Michigan, they were rather too much so to please us; they have since to please themselves, imposed a tax on all and every article of commerce imported from Canada, which renders one of the objects of that immortal bill nugatory, unless in the event of a war, in which case the new road might facilitate the army of the U. S. to dash with all imaginable speed into the heart of the Province.

It is now well known that during this “sympathetic period” it was in contemplation to congregate an overwhelming force in Michigan about 14 miles above Fort Gratiot, and cut across the lake, and land at or near Errol *en route* for London.

Had such a plan been put in execution, it may be asked what benefit to the Province, or advantage to Her Majesty’s forces it would be to have troops stationed at Port Sarnia alone, to be thus taken in their rear, it goes far to prove that the lake shore, as far as Errol, is as much the frontier as any part of the river St. Clair, the same craft that can navigate the one are equally available in the other, and a military station at Errol would completely frustrate the designs of any such expedition, acting in conjunction with the forces at Port Sarnia. We will for the present leave this part of the subject of the sympathetic petition for some of our naval and military friends to digest and form an opinion on.

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CHAPTER IX.

“And still they gazed, and still the wonder grew,  
That one small head could carry all he knew.”

In this Chapter we must go back to the House, for we have “a crow to pluck” with them yet; we will first give a few dates, and then we will come to some very natural conclusions. The House, we are informed by our text book, met for the actual despatch of business on the 28th December, 1837; on the following 15th January there was a “call of the House,” when the Hon. member for Lanark made his first appearance that session;

on the 1st February the petition, this ever glorious petition, was brought up by him, who else. No time was lost, the subject was all important, for 'tis not every day we have a chance of spending £12,000 of the people's money, and on the 16th February the immortal petition produced a beautiful bill. Some little digression may be necessary in order to let the public "behind the scenes."

Perhaps our readers have seen two horses in a field, each apparently biting the others neck, fancy such a painting under the appropriate motto of "you scratch me and I'll scratch you;" now apply this on the 13th February, 1833; we find the following minute of the proceedings of the House, "Pursuant to the orders of the day the bill granting a sum of money to M'Adamize the road leading from Sarnia to Warwick, was read the second time, &c." The very next item is, "Pursuant to the orders of the day, the House was put into committee of supply on the petition of Jno. Williams and others." Now it may be asked, what had this latter petition to do with the business in hand? just this, the House came to the following resolution:

"*Resolved*, That there be granted to Her Majesty the sum of £20,000 to enable Her Majesty to grant by way of loan, a like sum for the continuation of a M'Adamized road from the M'Adamized road at Hamilton in the Gore District, to the west boundary line of the township of Grimsby in the Niagara District, said loan to be repaid by *Tolls* to be collected on said road and security of the District."

The similarity of the two bills is remarkable; return we to the 16th February, where we find this same latter bill following closely on the heels of our *great bill*, yea, the very next; after which comes another road bill, viz: "to improve the Canborough road, read a third time." On these two latter bills Mr. Cameron voted, in return for the compliment of having been *scratched* by those interested in them. But to the main point. Mr. McNab

was absent all this time, even had he been present, as Speaker, he could not well have shewn any interest in the Hamilton *Job* of £20,000, that of the Canborough was, we find, £12,500. These were supported by the member for Lanark. Why not? the godfathers had supported his.

These matters will be borne in mind, as we shall have occasion to revert to them again to show that the motto of *scratch for scratch* is applicable, and hard scratching too for the people of this Province.

But thanks to the legislative council, they allowed them all to fall to the ground, i. e. to stick in the mud. Now we will return from the digression, which 'tis hoped the following facts will show to have been necessary. On the 16th February we have seen the grand scheme of the petition turned into a bill; we have seen the member for Lanark (not for Kent) on the same day for two (it would appear) similar affairs, yes, he waited to do so, voting, or in other words, returning *scratch for scratch*, and after this the routine business of the House was proceeded in, but we have no means of knowing whether he attended to it or not, we can only trace him from one "division of the House" to another; so in the "division" which took place (say an hour after) on the question of granting a pension to a poor widow whose husband had been killed in the last war, (£20 per annum) the votes stood 14 to 14—but *we look in vain for the name of the member for Lanark* on this occasion, no, no, "charity begins at home," and thither he had gone to look for it, there he must have left it, for 'tis manifest that he had not brought to the House any portion of that cardinal virtue. The bill, and the bill only, was his object, which when obtained he had no further business.

We do not see the name of the Hon. member for Lanark mentioned for the remainder of the session, nor did he attend it till its very close, which was on the 6th of March!! It is well known that the members of Parliament are paid for their attendance; we will

now see what Mr. Cameron has done to earn his pay. On the 1st of February the very day he brought up his *petition* we find him voting with *three* others *against* "A bill for the purpose of making provision for those that may have been, or shall hereafter be wounded while on duty." There is a set off against this vote which we shall notice hereafter when we come to the more serious part of our task, on the 25th of January. The Hon. member for Lanark moved for a committee of supply for a sum of money to obtain a *portrait* of Mr. McNab; this portrait ought to represent the Hon. Speaker in a *scratch* wig, if it had been drawn; but like all other portraits it never came to life, it was *still-born*. However the Hon. member was so bent on business, that he forgot the rule of economy due to his station, for we find him trying to lift the *dead weight* of the great Western Railroad; above all, where was he, or what was he thinking of, when Mr. Burwell next day determined not to be outdone in generosity, moved for a *sword* to be presented to Mr. Speaker McNab. Here was a fine chance for Lanark to immortalize itself, in sending an active, clever and intelligent member to the House; but alas! it was not made available; what an excellent opportunity was here lost, of doing the thing *slick*. Why did not Mr. Cameron offer to "club motions," and say to Burwell, I have moved for a *portrait*, you for a *sword*, let the *sword* be drawn with the *portrait*, we all know that *drawn swords* were best in those *sympathetic* times. No such offer (we believe) was made, (at least the *book* don't say so,) therefore if anything of the kind was said, it must have been in a whisper, we can't perceive that there was any of the *scratchie, scratchie*, in this small affair, though there was some little developement of the system, in the circumstance of the Hon. member for Lanark offering the county of Kent to Sir A. N. McNab previous to the late election, nay, getting up an address and procuring signatures for this purpose. Base minds may feel gratitude for past assistance, but such are far more

likely to "assume a virtue when they have it not."

Now, gentle reader, we will ask you did Lanark earn his pay this session or not, we all know that the people paid it, and we think that Lanark claimed it.

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CHAPTER X.

*Shewing that the most important Bills were passed after the member for Lanark left the House, with his Bill in his pocket.*

We will here point out for the information of our readers, a list of highly important matters, which occupied the House of Assembly after Mr. Cameron left for home, or rather to return to his "western Paradise;" if it is so to himself (if his conscience will allow him,) let him enjoy it; he has made it something *different* to others by *maring their once happy prospects*.

It has been stated that Cameron left the House on the 16th of February, immediately after the passing of his bill, from that day to the close of the session (6th of March,) the following—to him trifling affairs—were discussed in the House, viz:—"State of the Province"—"Finance Committee"—"Question of Casual or Territorial Revenue"—"Question of Glyn, Hallifax & Co.," involving £43,000—"Bill granting Pensions to widows and orphans of militia men killed in defence of the Province"—"Bill of Roads and Bridges"—"Members' wages Bill"—"Union of the Provinces"!!!—"Address to Her Majesty on loan of one million"—"Do. on additional duty at Quebec"—"Do. on Post Office"—"Conference on School Bill"—"Resolution on Trade," &c., and many other important matters too numerous to mention. It may not be useless to remark that on the 3rd of March there was a "call of the House," and three poor fellows, who by some mishap, remained a little too long in the town, (perhaps taking a toothfull,) but



were too late to answer their names, *but who had voted on all, or most of the above named important measures*, paid the penalty of their default, and were "pulled up" and *reprimanded* by the Speaker for not being present at the "call." Perhaps these unfortunate delinquents were not initiated in the *scratch* system.

Now, on the other hand, we have the honorable member for Lanark, who had departed long since for his home, with his [too many] *bills of pains and penalties* in his pocket, escaping the *reprimand*; to this we can only say "not informed," but to apply a very old and perhaps vulgar adage, "that the children of a certain great personage (of whom all have heard of but never seen,) have their fathers' luck; and thus the greatest defaulter in point of attendance, escapes "scot free." Perhaps a messenger of the House was despatched to Lanark for that Ilk—not at home then—for he had departed "westward ho!" and—

"The walking world has long agreed,  
That Bagshot's not the way to Tweed,  
And he who Berwick seeks through Stains,  
Must take his labor for his pains."

And so did the messenger if he went to Lanark in search of its member.

Having searched the journals of the House for that important session—which ended as aforesaid on the 6th of March—we do not find that the good people of Lanark wanted anything; the name does not occur through the whole book, with almost all the other *represented* places. However, that was their own member's business. "Peletai," which in the Esquimaux language means "give me," but it appears that the truly happy people of Lanark wanted nothing. Not so with the "men of Kent."

It might be a question, why so many have left Lanark for the western wilderness? But we had forgotten that this wilderness was to be turned into a number of "little Paradises." Should any, "more curious than wise," seek for a better reason for the

migration, our reply would be—"guess it was a *government settlement*, and we have *lost our road*, therefore having learned a thing or two, we come thither to find a *new* one."

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#### CHAPTER XI.

*Cameron's departure from the House—the Bush Library mentioned in Cull's Report to give a shew of importance to the Swamp Line—Rejoicing at Port Sarnia.*

In this chapter we will redeem our promise by giving "a set off" against Malcolm's vote about "wounded militia men." That vote may speak more in favor of his *head* than his *heart*; we all know that he has the one, because it is visible, and ought to be a good one, for he takes care to let us know that he does not spoil it with the use of alcohol, but as to the other we say nothing. Now, 'twill be remembered that he got through his Job on the 16th February, and on the same day, he bade *adieu* to the cause of legislation, we will say singing "oh be joyful"—no, that was reserved till he reached Port Sarnia or the "western Paradise." No, no; "Home, sweet Home," was the burden of his song.

Now it is to be supposed that the year '38 was something like the present 1842, and as this book will be carefully read, and will be handed down to posterity; and by the bye mayhap deposited in that *great library*, (which Cull mentions in his official report.) "God save the mark." To give a show of importance to the scheme, would to heaven he had given us the *number* of subscribers. If ever there was a burlesque passed on the public, this is one, yes, a vile humbug. If we have space and time we may, perhaps, have a little more to say on this "library."

(Continued in No. 3.)









